

IN THE SPECIFICATION

On page 8 of the specification, on lines 2-11, please delete the referenced paragraph and substitute the following paragraph therefor:

In yet still another aspect of the present invention, an air bag used for an air bag apparatus for side crash, includes first and second side panels. The first and second side panels are sewed in a limb portion for supportively contacting a limb of a passenger, such that outer surfaces of the first and second side panels are joined to each other. and The air bag further may include at least one partition provided in an inner space of the air bag, the air bag which is folded initially, and which expands with gas supplied from an inflator.

On page 11 of the specification, beginning at line 13 and continuing on to the following page, please delete the referenced paragraph and substitute the following paragraph therefor:

Fig. 4 is a perspective view showing the air bag apparatus for side crash according to the first embodiment of the present invention. Referring to Fig. 4, the air bag apparatus in the first embodiment is composed of a bag module, an inflater 2, and an acceleration sensor 15 (not shown) to detect acceleration in the side direction. The acceleration sensor 15 is in indirect electrical communication with the inflater 2 via a control module (not shown). A pair of the bag module and the inflater 2 is provided for the side section 3 of a seat. An air bag 1 is accommodated in the bag module. The air bag 1 before operation is folded to make the volume small. The inflater 2 spouts high-pressure gas at a moment, when the acceleration sensor 15 detects

acceleration in the side direction above a predetermined value. A spouting port for the high-pressure gas is connected to a gas inflow port of the air bag 1. Thus, the high-pressure gas is supplied into the air bag 1 to expand the air bag 1 rapidly. It is desirable that the air bag 1 is covered with a cover which tears easily with the pressure on the expansion.

On page 13 of the specification, beginning at line 21 and continuing on to line 23 on the following page, please delete the referenced paragraph and substitute the following paragraph therefor:

Figs. 9A, 9B and 9C show the expanding process of the air bag 1 folded as mentioned above. The inflation gas is spouted from one region in the air bag radially, as shown by arrows a1, a2 and a3. The inflation gas flows outwardly as shown by the arrows a1, a2 and a3, runs against the wall 8 of the protrusion section 4, and forms flows b along the wall 8. The flows b are spouted from the vent holes 5 at the both ends of the protrusion section 4. In the first embodiment, the vent holes 5 of the protrusion section 4 are formed in a direction orthogonal to the expansion direction L. The high-pressure gas flows against the wall 8 of the protrusion section 4 and the force of the flow is limited. The gas spouted from the vent hole 5 receives resistance in the surface of the air bag 1 and the flow velocity is limited, because the protrusion section 4 is shorter than the width of the main section in a vertical direction. Such limitation is strong at the expansion start stage shown in Fig. 9A, is weak in the expansion middle stage shown in Fig. 9B, and is the weakest in the expansion end stage shown in Fig.

9C. At the time shown in Fig. 9C, the body of the rider presses the above-mentioned inner side panel. At that time, the quantity of the spouting gas is large and the pressure in the air bag 1 becomes lower than in the expansion start stage and the expansion middle stage. That is, the air bag 1 expands for the rider to be able to be effectively protected when the external force operates on the rider.

On page 22 of the specification, please delete the second paragraph on the page (lines 8-17), beginning with the words "Fig. 19", and substitute the following paragraph therefor:

Fig. 19 is the front cross sectional view showing the fifth modification of the air bag apparatus in the second embodiment. A partition 4F has a sewing line for a closed local circle region 6-0 in the center portion of the air bag 1. Flow paths 5E-1 and 5E-2 form central rectification lines 7-1 and 7-2 on both sides of the local region 6-0 which sinks in the direction orthogonal to the side panel, respectively. Thus, the fifth modification shows a low resistance rectification performance.